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WAYSIDE NOTES

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Wayside Notes Along Sunset Route

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PUBLISHED BY THE
SOUTHERN PACIFIC
SAN FRANCISCO, CALIFORNIA
1914

Part the First

SAN FRANCISCO—New Orleans, 2,478 miles. Population, 450,000.

The Sunset Route swings away from the metropolis of the Pacific Coast down the San Mateo peninsula. Upon the head of this peninsula stands San Francisco, the sea at its back and the great bay on its front. The bay lies like a seagull, great wings stretching north and south for fifty miles, and the neck, reaching out to the ocean, forming the Golden Gate.

The site is picturesque and strategic, lending itself well to coast defense, equally well to the demands of commerce, and as generously to urban development. Here is safe anchorage for the world's navies; here ample space for wharves; here miles of deep water for manufactories; here the natural gravitation of trade from all central and northern California. All interests that lie at the foundation of municipal greatness are within easy reach of the builders of the city.

A BIT OF HISTORY

In 1835 the prosperous city we are leaving was a little Spanish presidio, a mission settlement three miles out among the sand-hills, with a handful of Yankee traders on the rim of the bay. In 1846 only twenty or thirty houses lined the beach, and an arm of the bay stretched up a little valley to where the Palace Hotel now stands.

After the discovery of gold the little hamlet blossomed almost in a day into a raw, crude, chaotic city, with the most cosmopolitan population the world ever saw, living in ragged tents and old packing-boxes. This was in 1849. Today, only sixty-five years later, a great city is building on this western rim of the continent, and is looking out into the future with great expectations. The conviction that a vast commerce will center here has proven itself in the upbuilding of a magnificently modern city, rising above a mighty harbor, a city of broad municipal achievement, of constant uplift and improvement, caring for the urge of present enterprise and looking forward to the care of future development.

It is a cosmopolitan city still, and you may see here representative colonies from half the world, and the customs and costumes of many nations.

Its commercial position is commanding, and its setting of bay and hills is picturesque. The summer climate is quite unique, making this almost the only cool summer city on the planet. The summers are as refreshing as a cold bath, and there are no dog-days in the calendar. Every activity of urban life—theaters, shops, cafés—runs at full tide all the year. The average temperature is fifty-six degrees, and winter never shows more than a touch of frost.

San Francisco is charged with being lighthearted. The sunshine, the breeze upon the hills, the bracing ocean air, the equable temper of the seasons, the fruits and flowers all the year, induce happiness.

Save on rainy days the beach is always inviting, the bay is always smiling; and there are crowds on the ferries, or riding, driving, loitering in Golden Gate Park at all seasons, and the vast playground looks as green and attractive in January as in July.

It is a hotel city, and its hostelries are greater in number and more luxurious than ever in the past. Great apartment houses are a feature of the city life. The bay makes one of the greatest and safest harbors in the world, and the entrance is wide and easily navigated. At sunset it is a gate of gold, and we can understand why Fremont named that road of passage and union between two hemispheres the Golden Gate.

This is the Panama-Pacific Exposition City of 1915, and is fittingly chosen for its location and its climate. The event is one of more than national importance, the whole world of commerce being interested in cutting through the Isthmus and joining two oceans. This interest will be shown at the Exposition, the eyes of all civilized countries being already turned toward San Francisco on account of the great World's Fair.

ighted 1914, Southern Pacific Company

The outgoing train on the Sunset Route takes the double-tracked Bay Shore Cut-off down the peninsula. Here are the great, clean, airy tunnels that make a water-level track possible; there on one side is South San Francisco, and in the distance are packing-houses, steel mills, terra-cotta and glazing works. San Bruno is next, a region of dairies and vegetable gardens and a growing business life that indicates the gravitation countryward. At Millbrae we are fairly in the country. Here are notable estates and fine residences hidden among the trees.

BURLINGAME—New Orleans, 2,458 miles. Population, 5,000.
Originally planned for people with comfortable incomes and ideas of comfort. Acreage and suburban lots are now in demand, and Burlingame is being crowded a little by the pressure outward from the big city.

SAN MATEO—New Orleans, 2,456 miles. Population, 5,000.
The metropolis of the county of the same name. Located here are St. Matthew's Military School and St. Margaret's School for girls. Near by, on the hills, Crystal Springs and a great reservoir for supplying water for San Francisco are features of the environment of a growing and attractive town. Belmont and San Carlos are residence towns ideal for situation. Fine homes are in all the region. Peninsula Hotel in grounds of an old estate.

REDWOOD CITY—New Orleans, 2,449 miles. Population, 4,299.
A growing center and the county-seat of San Mateo County. A great trestle and bridge here span the lower arm of the bay, and interior and overland trains for San Francisco go directly into the city without ferrying. Is both a manufacturing and residence town.

MENLO PARK—New Orleans, 2,445 miles. Population, 1,200.
A natural park made a paradise of beauty and luxury in the days of the "Bonanza Kings," when Virginia City mines were pouring out riches.

PALO ALTO—New Orleans, 2,444 miles. Population, 4,486.
The Leland Stanford Junior University is located here, with splendid buildings, a campus of 7,000 acres, and an endowment of over $30,000,000. The great school is co-educational, but limits the number of women who may be admitted to 500. Students come from all states and many from abroad. Mayfield, a mile away, is a point of departure for a double-track line to Santa Cruz via Los Altos and Los Gatos.
Mountain View is a fine suburban town, with good homes in the midst of orchards; Sunnyvale, in a park of native oaks, is a newly created manufacturing town. Santa Clara, almost in touch with San Jose, being but three miles distant, has a population of nearly 5,000, and is the seat of Santa Clara College.

SAN JOSE—New Orleans, 2,427 miles. Population, 29,000.
The queen city of this semitropical and wealthy valley. It is an orchard center; a manufacturing city, turning out agricultural implements, fire-brick, terra-cotta, etc. It is also a handsome residence city and an urban paradise of flowers and trees. San Jose has a 600-acre park with sixteen hot springs, a climate that is at its California best, excellent hotels and public buildings, and a wide and beautiful countryside marked by fine homes and reached by good roads.
The Lick Observatory is on the summit of Mount Hamilton, twenty-six miles distant, over a fine mountain road. The great thirty-six-inch reflector is accessible to the visitor on Saturday nights.
San Jose is reached also by a line down the eastern shore of the bay.
The fine Santa Clara Valley spreads around us as we go on our way. Here is Edenvale in a delectable orchard country.
Coyote, farther on, produces almost everything but coyotes.
Madrone is a station from which several resorts are reached—mineral springs, club houses, etc.

MORGANHILL—New Orleans, 2,407 miles.
A fruit-growing, prosperous town, beautifully situated.

GILROY—New Orleans, 2,398 miles. Population, 2,200.
An old town, whose first settlers date back to 1845. People are said to die here only as a matter of variety. The Gilroy Hot Springs are thirteen miles eastward in the Coast Range.

The Wholesale District, San Francisco, looking to the bay.
San Francisco, looking westward from the Ferry tower.
Fisherman's Wharf, a transported bit of the Mediterranean.
Union Square and Dewey Monument, in the heart of the city.
The "Quad," Leland Stanford Junior University.
Prunes drying in the sunny Santa Clara Valley.
Where they look for Martians—the Mount Hamilton Observatory.

Carnadero has a branch line into San Benito County, to which we will come back. Seed-farms, sugar-beets, and a curious soap lake of nearly forty acres, once much larger, are in the vicinity.

Aromas is a fruit- and berry-growing center, as is also Vegas near by.

WATSONVILLE JUNCTION—New Orleans, 2,378 miles. Population, 500.

To this point we will return to visit Santa Cruz. The valley here is rich in fruit, one of the remarkable valleys of the Coast, something in the soil or the climate, or both, making here a perfect Bellflower and Newtown pippin, and many thousand acres are devoted to apples. The strawberries of the district are famous. Watsonville, two miles distant, is the commercial center of the valley.

DEL MONTE JUNCTION—New Orleans, 2,368 miles. Population, 1,200.

The junction point for Del Monte, Monterey, and Pacific Grove. A large shipping point for farm produce. It is the notable experience of a lifetime to make this trip to Monterey.

DEL MONTE—San Francisco, 125 miles. Altitude, 25.

Near the shore of the beautiful bay of Monterey, Del Monte has a delightful climate the year round. The charming hotel stands among live-oaks, pines and cypress, and the excellently kept gardens and grounds of 125 acres recall a fine old English country park. Splendid golf links, polo grounds, tennis courts and swimming tank are among its attractions, and the famous Seventeen-Mile Drive is unmatched for beauty and variety.

MONTEREY—San Francisco, 126 miles. Altitude, 10. Population, 3,000.

Within a circle of six miles about Monterey are more objects of sacred, historic, romantic, and scenic interest than can be found within any other similar area in California, all happily included in the famous Seventeen-Mile Drive from Hotel Del Monte. Carmel Mission is near the bank of the Carmel River. Here it abides in lonely dignity in a field behind the fashionable seaside town of Carmel-by-the-Sea. The ancient church in Monterey is not the San Carlos Mission, but a parish church. Monterey has a good harbor, and will have a railroad into the San Joaquin, and to seaside attractions will add commercial life.

PACIFIC GROVE—San Francisco, 129 miles. Altitude, 47. Population, 3,000.

Pacific Grove, in its popularity as a seaside resort, has grown apace until the measure of a city has been reached. Each successive season increasing thousands flock to enjoy its air and scenery.

Leland Stanford Junior University, through the public spirit of Mr. Timothy Hopkins, has its marine laboratory in touch with the prolific waters adjacent to Pacific Grove. Glass-bottom boats here reveal the wonders of the deep.

CARMEL-BY-THE-SEA.

Here, sheltered by lovely Carmel Hills, is also Carmel-by-the-Sea, with its magnificent beach a mile in length, fringed by a dense growth of pines, and an excellent hotel, a favorite resort for artists and other Nature lovers. A quiet, refined place, and an ideal summer resort.

Returning now to Mayfield, near Palo Alto, on the main line, let us trace the line via Santa Cruz.

Los Altos is a new town, beautifully situated, with neither frost nor fog. Electric railways connect with San Jose and Los Gatos and northward to Stanford University, while a double-track steam-line connects with San Francisco and Santa Cruz.

LOS GATOS—San Francisco, 54 miles. Population, 3,500.

A picturesque town in the foothills of the Santa Cruz Mountains, with a charming environment and a delightful climate.

Campbell is between Los Gatos and San Jose, and from it a line runs to New Almaden, rich quicksilver mines, long worked.

Los Gatos and San Jose are connected by an interurban electric railway which reaches Saratoga and Pacific Congress Springs.

Glenwood, Laurel, and Wright are among trees, ferns, and flowers in the Santa Cruz Mountains, and are resorts to which many make annual pilgrimage.

FELTON—San Francisco, 73 miles.

The road divides here, the northern branch, seven miles long, reaching to Boulder Creek. This is the gateway to Big Basin, or the redwood park owned by the State.

Boulder Creek, Brookdale, Ben Lomond, and Rowardennan are resorts in a romantic region.

A corner of the famous Hotel Del Monte.
A memory of Spanish days—the old Monterey Custom-House.
The Mission of the Carmel River, founded 1771.
Beneath the pine-trees of Pacific Grove.
Cedars of Lebanon, on the Seventeen-Mile Drive from Del Monte.
The crescent Bay of Monterey, from the Drive.

BIG TREES—San Francisco, 74 miles.

This is a group of giant redwoods worth stopping to see. Fremont was sheltered in the hollow base of one of these trees before the world went wild about California gold.

SANTA CRUZ—San Francisco, 79 miles. Population, 11,000.

The Atlantic City of the Coast, with bathing, fishing, driving, the Casino, the pleasure-pier, and water-front amusements. It is a delightful place for recreation and rest, and has a climate so mild in winter as to invite to permanent residence. There are good hotels, among them the Casa del Rey, fine suburban drives, an endless profusion of flowers, and the scenery of ocean and mountains.

Twin Lakes, Capitola, and Aptos are seaside resorts with their own attractions. They lie along the beach of the Bay of Monterey, at the northern end of which Santa Cruz is located. The beautiful bay is noted for its salmon fishing and for its great variety of other fish.

WATSONVILLE—San Francisco, 102 miles. Population, 5,000.

Back to the handsome little city in the Pajaro Valley, a place alive with business. It is the metropolis of the rich valley, and exports about five thousand cars of apples every season. The country produces much small fruit, sugar-beets, beans, onions, and other vegetables.

Crossing now to the main line, we go up to Gilroy and thence down the branch via Carnadero to Hollister and Tres Pinos, valley towns in San Benito County. Tres Pinos is the terminus of the line. Eighteen miles from Carnadero, and in the rolling hills at the head of the valley, is a great stock-ranch.

Hollister is a growing town of 4,390 people, situated in a rich and beautiful valley.

San Juan is reached from here; a historic town in its own valley, secluded and serene. The old mission of San Juan Bautista is here, well preserved and in use, though founded in 1797.

Returning now to Del Monte Junction we resume the transcontinental trip.

SALINAS—New Orleans, 2,360 miles. Population, 5,000.

This county-seat of Monterey County has a place in a rich and extensive valley. The mountains on either side are Gabilan and Santa Lucia, belonging to the Coast Range. The Santa Lucia is wooded, and lies on the ocean side. The valley was early occupied by big ranches, but irrigation is coming in and farms will multiply.

Salinas has good schools and public buildings, and a great sugar factory near by uses sugar-beets grown in the rich soil.

SOLEDAD—New Orleans, 2,334 miles.

A small town, with the ruins of Mission Nuestra Señora de la Soledad near by. Vancouver's Pinnacles, now a national park, and the Paraiso Hot Springs are reached from here; also from Salinas.

KING CITY—New Orleans, 2,314 miles.

A growing town in the Salinas Valley. On the Arroyo Seco, an affluent of the Salinas River, are the mighty ruins of Mission San Antonio de Padua, founded 1771. King City is in a fertile valley.

SAN MIGUEL—New Orleans, 2,271 miles.

In the upper Salinas Valley; an old mission, stands close beside the track. Its date is 1797. An adobe wall four miles long and fifteen feet high inclosed the mission.

PASO ROBLES—New Orleans, 2,262 miles. Population, 1,600.

On the banks of the Salinas, and among groves of oak; chiefly noted for its valuable hot springs and the great bath-house connected with the hotel. This is a *kurhaus* of the best type, fitted up luxuriously, and with apparatus for applying water remedially. There is said to be no single establishment on the continent of Europe so completely furnished as this.

Templeton, in the midst of wheat-fields; Atascadero, a new townsite, and Santa Margarita, the trading center of a great stock-ranch: then we cross a spur of the Santa Lucia Range and down into a fine valley by a wonderful horseshoe curve.

SAN LUIS OBISPO—New Orleans, 2,226 miles. Population, 5,157.

A prosperous county town, with a fine setting and a varied agriculture. The tributary country extends to the ocean, and includes dairy products, grain, fruits, nuts, and vegetables of all kinds. Asphalt is found in paying quantities. A State polytechnic school is here, and a good little harbor is seven miles distant at Point San Luis.

Under the sycamore-tree—near Los Gatos.
Big Trees of Santa Cruz—alive when Moses was in Egypt.
The Casino and ever lively beach at Santa Cruz.
At Pajaro, a Bellefleur apple center.
Salinas, the county-seat of Monterey.
The hotel and Kurhaus at Paso Robles Hot Springs.

Pipe lines run from several great oil centers, and vast quantities of oil are shipped from this port.

Valuable sulphur springs are near the little city.

In the heart of San Luis is an old mission, San Luis Obispo de Tolosa, 1772, consecrated by Junipero Serra.

Oceano, fourteen miles beyond, is a station in the rich Arroyo Grande Valley. The valley has noted flower-seed farms.

PIZMO BEACH.

Seventeen miles of wide, firm sea-sand, packed for automobiles—smooth, hard, and dustless—and a comfortable hotel, cottages, and tents mark a resort on this central coast.

Guadalupe, a shipping point for the Santa Maria Valley, a beet-sugar factory in the distance, and Tangair, where the little Santa Ynez River finds the ocean, brings us to Surf, rock-bound, where the waves break into spray. A branch line from here leads back ten miles to Lompoc (population, 1,800), a colony town in a fertile valley of 15,000 acres. It is prosperous, and grows, among other things, mustard-seed and apples.

The ruins of La Purisima Concepcion are near here.

SANTA BARBARA—New Orleans, 2,107 miles. Population, 11,659.

This most attractive city, with its sheltering mountains at its back, the wide expanse of blue ocean in front, and the chain of rocky islands that acts as a breakwater, is known at home, abroad, and half around the world for its superb climate. There is probably no spot on any coast quite so ideal. The fine homes of people who winter here from many states and from England attest the climatic charm.

The Franciscan Fathers recognized it, and founded one of their missions here in December, 1786. It is well preserved, in daily use, and has a stream of visitors from everywhere.

Summerland, which started to be a resort and became an oil center, and Carpinteria, with its wonderful grapevine, old as the mission and larger than the more ancient vine at Hampton Court in England, are on our way as the train skirts the sea.

VENTURA—New Orleans, 2,089 miles. Population, 5,000.

This is another mission town thirty miles south from Santa Barbara. This mission was the last work of Junipero Serra, in 1782.

Ventura is in the bean country, but walnuts are a great feature. Home of the beautiful Pierpont Inn.

NORDHOFF, Ojai Valley.

A school town in the hills, and a resort valley that is beautiful, restful, healthful, and climatically unexcelled. Nordhoff is reached by a fifteen-mile railway from Ventura. Several hot springs are accessible via Nordhoff.

MONTALVO—New Orleans, 2,084 miles.

The Sunset Route diverges here and crosses the little Santa Clara Valley, while the old lines go up it.

OXNARD—New Orleans, 2,068 miles. Population, 4,000.

A young and growing town, erected by sugar. The beets grow in the fat valley, and the mill produces about 1,500 carloads of sugar yearly. Its capacity is 3,000 tons of beets daily. Beans, walnuts, and grain are also produced.

The Santa Susana Tunnel, one and one-half miles long, forms a gateway that shortens the line six miles, reduces the grade, and lets us into the San Fernando Valley.

BURBANK—New Orleans, 2,016 miles.

The center of a rich farming country on the edge of Los Angeles and the junction point of the new and the old lines.

Going back to Montalvo, let us run rapidly over the old route.

SATICOY, in midst of walnut groves, with fine springs.

SANTA PAULA—New Orleans, 2,072 miles. Altitude, 286. Population, 1,450.

A well-built, enterprising, and thrifty town, with large interests in lemons (the principal industry), oranges, apricots, and other fruits, in walnuts, Lima beans, and petroleum.

FILLMORE, a prosperous town; having oil wells.

In the "Forbidden Garden," Santa Barbara Mission.
The Hotel Potter, on the Ocean Boulevard, Santa Barbara.
Mission San Buena Ventura, founded 1782.
The beautiful Arlington Hotel, Santa Barbara.
A mammoth sugar-squeezer, the beet mill at Oxnard.
The State Polytechnic School at San Luis Obispo.

PIRU—New Orleans, 2,055 miles. Altitude, 681.

Piru, watered by a stream of the same name, gives generous returns each season in fruits and nuts.

CAMULOS—New Orleans, 2,053 miles.

This cluster of houses, embowered by oranges and olives, in the romance of Helen Hunt Jackson, under the name of "Moreno Ranch," was the home of "Ramona."

The general mountain range northward, and separating it from the Mojave, is San Rafael; at the south Sierra San Fernando.

SAUGUS—New Orleans, 2,038 miles. Altitude, 1,159.

At Saugus is the junction point of the line south, coming from San Francisco, through San Joaquin Valley.

NEWHALL—New Orleans, 2,036 miles. Altitude, 1,265.

Contiguous to Newhall, on elevated ground at the east, are petroleum wells that have been producers for many years.

FERNANDO—New Orleans, 2,026 miles. Altitude, 1,066. Population, 1,100.

Fernando marks the site of Mission San Fernando Rey de Espana, founded September 8, 1797. The mountain range at the south is Sierra de Santa Monica, with Santa Susana in the west, northerly the San Fernando Range, and San Gabriel at the east.

Passing Burbank, the junction point, and the pigeon farm with its 100,000 birds, we are at River Station and then at the Arcade Depot.

LOS ANGELES—New Orleans, 2,003 miles. Population, 400,000.

This southern city is the wonder and admiration of every visitor. Its growth began with the advent of the Southern Pacific in 1876. In 1880 there were 11,093 people here: in 1890, 50,395; in 1900, 102,479. Today the population is well up to the 400,000 mark, with no sign of abatement of its marvelous expansion. It reaches well down from the mountains toward the sea. A city solid and substantial as it is beautiful and luxurious. The stability of its growth is evident at a glance. Needing a port, the city annexed San Pedro, secured the building of a great breakwater and has a good deep water harbor, and several steamship and steam schooner lines serve the growing commerce. Four transcontinental lines of railroad are here, and perhaps the best urban and interurban electric railway—the most complete and comprehensive—any of us have ever had the chance of seeing. One of the most conspicuous buildings in the city is the terminal station, furnished with all the conveniences of a like station on some great trunk line.

The city has a great water supply, drawn from the Sierra Nevada 240 miles distant at a cost of $25,000,000. It is now about complete, with water enough for four times its present population.

There are twenty-two public parks within the city—one of 500 acres, and one—just outside the city lines—of 3,000 acres. The hotels are many, equal to the demands of the city during great conventions and to the requirements of the tourist season.

Schools, churches, hospitals, libraries have kept pace with the growth of population, and the residence section is remarkable for the variety and character of its architecture and the charm of spacious grounds filled with flowers and ornamental shrubbery and trees.

The adjoining country is a great garden of citrus trees, roses in December, unfailing verdure, perpetual summer. And the sea-beach is lined with towns, which offer permanent homes and provide recreation for summer visitors. These are quickly reached by electric or steam lines, and many miles of the radiant sea-coast are attractive as summer resorts. The mountains also have the charm of good hotels amid pine forests. A great observatory is on Mount Lowe. The environs of the big city are everywhere attractive. This will be seen as we go on our way along the beach and through the orange towns eastward.

SANTA MONICA—Los Angeles, 17 miles.

This is the oldest seaside town, located on a bluff of the ocean. A good residence town, with about 8,000 people; hotels and boarding-houses in great variety.

OCEAN PARK is a handsome little seaside city with considerable residential population just below Santa Monica. VENICE comes next, with lagoons, canals, arcades, a ship hotel, music pavilion, etc. Is a recreation center, but is becoming a complete city. PLAYA DEL REY and REDONDO are also attractive resorts.

Fourth and Main streets, Los Angeles.
The ballroom by the sea at Ocean Park.
Westlake, one of Los Angeles' many beautiful parks.
The lagoon at Venice, a characteristic copy of the Italian city.
The wide, firm beach at Ocean Park.
San Pedro Harbor. just commencing its utility.

SAN PEDRO—Los Angeles, 22 miles. Population, 3,500.
This is now the port of Los Angeles, a strip of territory all the way to the sea including it in city lines. The great granite breakwater was built by the Government.

AVALON, Santa Catalina Island.
A delightful stopping place in a rocky fairyland with magnificent drives and placid and translucent waters, where the angler, if anywhere, can prove his skill. This fisherman's paradise is known over half the world. Two hours by steamer from San Pedro.

LONG BEACH—Los Angeles, 21 miles. Population, 17,809.
A city of business and homes; quiet and restful, with a fine bathing beach. It has a luxurious hotel for tourists, the Virginia.

SANTA ANA—Los Angeles, 32 miles. Population, 9,000.
This is the county-seat of Orange County, and is surrounded by citrus and deciduous orchards, vineyards and walnut groves, and fields of vegetables and grain.

WHITTIER—Los Angeles, 20 miles. Population, 4,555.
A well-governed little city, the seat of a State juvenile reformatory, and surrounded by walnut groves and groves of oranges.

SAN DIEGO—Los Angeles, 126 miles. Altitude, 15. Population, 50,000.
From Los Angeles this growing and attractive city is reached by Santa Fe Coast Line. The wayside attractions, not to name its orange-groves and walnut parks, include the pathetic ruins of Mission San Juan Capistrano, founded November 1, 1776. Fully fifty miles of the route overlook the ocean beach.
San Diego has perennial attractions, and chief of these, on the romantic side, are the remains of Mission San Diego de Alcala, founded by Father Serra, July 16, 1769, first-born of a mission family of twenty-one.
The city's architectural achievements are numerous, its street railways admirable, and commercial enterprises of the first order. There are numerous and well-appointed hotels, as the U. S. Grant, and, best known of them the world over, the famed Coronado. The Panama-California Exposition will be at San Diego in 1915.

PASADENA—Los Angeles, 12 miles. Altitude, 826. Population, 20,000.
From Los Angeles six or more trains daily are scheduled for Pasadena, with returning service to correspond. The urban beauty and social atmosphere of this city of refined homes must be seen and breathed to be fully appreciated.

MOUNT LOWE—Altitude, 6,000.
From station door of the Southern Pacific Company at Pasadena an electric car can be taken to Mount Lowe, distant less than sixty minutes. A cable incline railway gives safe transit to Echo Mountain, 3,500 feet above ocean level. Fifteen hundred feet upward is "Ye Alpine Tavern."
Resuming our main-line journey from Los Angeles, Shorb, seven miles out, is reached. Here a short branch diverges to Monrovia and Duarte. If you seek a sylvan paradise, you will find it on this seventeen-mile trip.

SAN GABRIEL—New Orleans, 1,997 miles. Altitude, 409. Population, 1,500.
A short distance westerly of the station is the Mission San Gabriel. It was founded September 8, 1771. It was a powerful factor in the settlement of California by the Spaniards, and on more than one occasion came generously to the assistance of the less fortunate.
Just beyond the long bridge which crosses the usual dry bed of the San Gabriel River, a loop-line swings off to the north, joining the main line again at Pomona. On it is Covina, with a population of 3,000; San Dimas, with orange-groves and nurseries of citrus fruit; and Lordsburg, with a Dunkard college.

POMONA—New Orleans, 1,973 miles. Altitude, 857. Population, 12,500.
The city abounds in citrus trees, and for miles around are groves of oranges and lemons, with sturdy figs and swaying willowy olives, walnuts, almonds, and deciduous fruits. Schools and churches are features of Pomona life.

ONTARIO—New Orleans, 1,967 miles. Altitude, 981. Population, 4,500.
Much pride is taken in its avenues and drives, shaded by drooping pepper and other ornamental trees. A center of oranges.
North of Ontario the mountain range is San Gabriel, and the near-by peaks are buttresses of Mount San Antonio.
Upland, just north of Ontario, is handsome and prosperous.

The Bay of Avalon, on Catalina's magic shore.
Mission San Gabriel, founded 1771.
A home of Pasadena, the ideal home city.
Long Beach, safe and sandy.
Snow in California—the railway up Mount Lowe.
A palm-shaded avenue of well-named Pomona.

CHINO—Altitude, 513. Population, 1,000.
Chino is centrally located on a ten-mile loop line, with terminals at Pomona and Ontario. A rich agricultural section with large beet-sugar fields and a factory.

GUASTI has a great vineyard of several thousand acres, and to the north, about the older settlement of Cucamonga, are extensive orange-groves.

BLOOMINGTON—New Orleans, 1,953 miles.
Oranges, oranges everywhere, yet some of us remember when this was all a sandy waste, seemingly worth very little.

RIALTO, three miles north, is a growing town in the midst of oranges and vineyards, with grain growing on the unirrigated lands.

COLTON—New Orleans, 1,948 miles. Population, 3,500.
This is a tangle of railroad tracks crossing at right angles, and all about are orange-groves and packing-houses, besides a great pre-cooling plant erected by the Southern Pacific. A flour-mill, granite and marble quarries, and a cement-mill are industrial features.

RIVERSIDE—Colton, 8 miles. Altitude, 925. Population, 15,212.
From the main line at Colton is a short ride of eight miles to Riverside. The Southern Pacific station, in the heart of the city, is well worth special mention. The seven-mile Magnolia Avenue is traversed by electric cars, at small cost, to the city point of departure at entrance of new Glenwood Hotel. On this model electric line, in the city suburbs, the general Government has purchased a fine tract of land and created an Indian school.
The city is an orange-grove; marvelous avenues have been created, bordered by magnolias, peppers, and palms, accented here and there by homes representing the highest modern cultivation; and stretching away from the city's center, miles of distance at all points of the compass, stand rank on rank of fruit-bearing trees, orange and lemon groves in the lead, but leading only, for hardly can any earthly fruit be called for without response at Riverside. To these add floral and architectural beauty and the cheerful social atmosphere that burnishes the golden.

SAN BERNARDINO—Colton, 3 miles. Altitude, 975. Population, 12,779.
A three-mile ride from Colton, or it may be inspected by a stopover en route to or from Redlands. It is the oldest urban place in San Bernardino Valley, is the seat of government for its namesake county, and in manufacturing, mercantile, and banking interests stands well at the front. It is the center of a valuable citrus and deciduous fruit section, and headquarters for tourists' visits to Squirrel Inn, Little Bear Valley, Harlem Hot Springs, Midway Springs, and the famous Arrowhead Hot Springs, named after a giant arrowhead plainly carved by the hand of Nature on the mountainside. The springs are remarkable, and served by a luxuriously appointed hotel. The Southern Pacific has a motor line to Redlands.

LOMA LINDA—New Orleans, 1,945 miles. Altitude, 1,055.
This is a sanitarium between Colton and Redlands. It is well equipped and conducted after the Battle Creek (Michigan) methods of treatment.

REDLANDS—Redlands Junction, 3 miles. Altitude, 1,350. Population, 13,000.
This unique and beautiful city lies just over the brow of the hill as the train passes up the San Timeteo Canyon. Smiley Heights, the show place of the city and the most restful and satisfying example of landscape gardening at its best, is on the very crest of the hill which forms one side of the canyon.
Redlands is "beautiful for situation," and beautiful because it is a vast orange-grove, broken only by streets, residences, and the ornamented grounds of its citizens. Few cities of its size have so many elegant homes, or are so embowered in roses and bloom of orange and the semitropical growths which flourish here.
The setting of the valley, a wilderness of green rimmed by great mountains, makes a picture that is always pleasing, new, and varied with the season.
Mount San Bernardino, at the north, usually snow-crowned, with 11,800 feet altitude, is seen from the cars, beginning as far west as Los Angeles, and will be seen until Indio is reached.
Mount San Gorgonio (popularly Grayback) is companion of Mount San Bernardino, with 12,500 feet altitude.

Along the route of the Orange Belt Excursion.
The court of California's mission inn, the Glenwood.
The stately Court-House at Riverside.
An olive orchard at San Bernardino.
The Smiley Public Library at Redlands.
A street of San Bernardino.

BEAUMONT—New Orleans, 1,925 miles. Altitude, 2,560.

This broad cleft through which the train is passing is the San Gorgonio Pass. On the north is the San Bernardino Range, on the south the San Jacinto Mountains. Beaumont crowns the pass, and connects the valley, which extends to Los Angeles, with the ancient sea-bed which we know as the Colorado Desert.

BANNING—New Orleans, 1,919 miles. Altitude, 2,317.

Just on the edge of the great depression, but with a good elevation. A place of orchards and grain-fields.

PALM SPRINGS—New Orleans, 1,898 miles. Altitude, 584.

This station is in the midst of drifting sands, on the rainless rim of the thirsty plains.

Palm Springs, five miles from the station, is a place of springs and palms, making an oasis on the edge of the desert. Nature's hint has been followed, and a sanitarium with cottages, a hotel, shaded grounds, fruit-trees and vineyards, and good medical care, is here. There is a church, store, postoffice, and telephone.

Palm Valley, five miles south, has a luxuriant grove of giant palms. How they got here no one knows. The air is wonderfully dry, but thermal and other springs keep the roots of the palms moist.

INDIO—New Orleans, 1,875 miles. Depression, 20.

Although below sea-level, yet here are artesian wells and fruitful fields and homes in the desert. The area of cultivation is expanding, and green fields never seemed more beautiful. Stores and packing-houses show that business is good.

COACHELLA—New Orleans, 1,870 miles. Depression, 70.

A valley spreads away here for eight by fifteen miles or more, an arm, probably, of the great valley beyond Salton Sea. It will be closely populated and tilled, artesian water being easily reached. Cantaloupes, onions, cabbage, and other vegetables and fruits ripen early and catch the hungry market. Railroad and other lands are selling rapidly.

At Thermal the depression has reached 124 feet, at Mecca 195 feet. The Government date garden is here.

Cotton and dates promise large returns, while the general farm is multiplying. There will be here a great producing center and an oasis charming by reason of its palms and orchards.

SALTON SEA—New Orleans, 1,850 miles. Depression, 253.

A fragment, perhaps, of the Gulf of California, the head of it infilled by the soil-carrying Colorado River, which built the Imperial Valley. The map of the Reclamation Service for 1906 gave the water surface as 247 square miles. This was due to the break in the Colorado River, its whole volume pouring into this depression for nearly two years. The railway skirts the shore for nearly sixty miles.

IMPERIAL JUNCTION—New Orleans, 1,821 miles.

A station of the middle desert, a branch line southward to the international boundary between California and Mexico, and the line marked by towns surrounded by prosperous farms. Here are Brawley (eighteen miles out), Imperial (twenty-seven miles), El Centro (thirty-one miles), and Calexico (forty miles). Holtville is on the east side, at the end of an interurban railway, and is one of the most promising towns in the valley. This is Imperial Valley, with 20,000 people in it. Here ten years ago were nakedness and silence. There are 275,000 acres under cultivation and 400,000 more that are irrigable. A high-line canal will bring a large area under cultivation that can not now be reached, so that there will be room for more towns and settlers as soon as water can be provided. There are some problems, but they are working out satisfactorily, and this valley, great in area, abounding in sunshine, with plenty of water and a soil from 50 to 500 feet deep, is wonderfully fertile. Everything grows, and to all staple California crops is being added cotton. Perhaps 20,000 acres are growing cotton at this writing. At present there is no public land that can be watered, but the canal system will be extended and new districts formed. It is worth while to watch the future of this amazing valley.

YUMA—New Orleans, 1,804 miles. Population, 3,500.

Reclamation work is being done here on a great scale by the Government. Yuma has long been a good trading center, supplying a large mining territory, and has had about it 150,000 acres of tillable land. This will now be irrigated, and much mesa land will also be supplied with water, a giant siphon passing under the river bed to provide water for lands on the Arizona side. The cost of the Laguna Dam, fourteen miles above Yuma, with all that pertains to the system, will approximate $6,000,000. The

Palm Canyon, an oasis of the American desert.
The railroad runs close to the mountain wall.
Salton Sea at sunrise, from the railroad track.
Where golden dates ripen at Calexico, on the border.
Figs grow to perfection at Yuma, Arizona.
Original Americans selling their wares at Yuma.

siphon is of steel, fourteen feet in diameter, and discharges at the rate of 1,400 feet per second. The dam itself is the only structure of its kind in this country.

The lands about Yuma will produce the crops of almost every land, as corn and small grains, figs, dates, grapes, oranges and lemons, vegetables and alfalfa. The winter climate is ideal.

The town has substantial blocks of brick and stone, first-class school buildings and churches, and an enlarging commercial life. It will in time become a winter resort, the weather here being superb for half the year—an ideal winter climate.

Laguna Dam is twelve miles above Yuma, and reached by a branch line. Many miles of canals are built, and substantial levees protect the lands from the river at flood.

MARICOPA—New Orleans, 1,592 miles. Altitude, 1,173.

Maricopa is a junction point, a branch—the Arizona Eastern—connecting the Sunset Route with Phoenix and the Salt River Valley. Turn aside and look at the great oasis made by water and cultivation. Some development is going on here at Maricopa.

TEMPE—Maricopa, 26 miles.

Seven miles out we cross the bed of the Gila over a very long bridge. Tempe has much sylvan beauty, and great clover-fields delight the eye. The Government has a date plantation here of thirty acres, twelve of which are bearing. It is an experiment in determining the most valuable varieties for this section. One of the normal schools of Arizona is here, and a large breadth of alfalfa, orchards, and vineyards.

PHOENIX—Maricopa, 35 miles.

The county-seat of Maricopa County and the capital of Arizona, Phoenix, is a handsome city of 15,000 people. It is centrally located in the Salt River Valley, and has more than 600 square miles of irrigable lands of the highest order tributary to it.

Here is one of the most beautiful and prosperous farming regions to be found in any country. Its products are live stock, alfalfa and sugar-beets, oranges, and ostriches, a remakable combination, all necessary save oranges and ostriches, and the product of the tree and of the bird are as much in demand as beefsteak.

Here are the fields the prehistoric people leveled and the remains of the canals which they constructed, and here is a soil as fertile as the farmer could wish, with a permanent water supply, under a most stimulating climate.

The Roosevelt Dam is in the mountains, seventy-five miles away, reached via Mesa City. At Granite Reef, where the current is increased by the flow of the Verde River, a great diversion weir is built, and from there water is supplied to the distributing canals. It is a great plant, and insures a permanent supply of water at all seasons for 250,000 acres. A large area—about 40,000 acres—will also be irrigated from wells, pumped by electric power.

The power feature is a valuable one, and promises to reduce the final cost of lands very greatly.

MESA CITY—Tempe, 7 miles.

The track divides at Tempe and lands us at a growing town of 1,700 people or more, sharing in the valley soils and the water supply.

This is a cantaloupe section, but besides live stock it grows alfalfa, oranges, peaches, and seedless grapes. Schools are excellent, and there are good houses.

Returning now to the main line, we are at

CASA GRANDE—New Orleans, 1,571 miles. Altitude, 1,396.

Some irrigation is practised in the country between here and the Gila. It was cultivated by the prehistoric people and their irrigating canals can still be traced. Sixteen miles out stands the Casa Grande ruins, the great house of the ancient race, several stories high. The foundations, recently uncovered by the Government, show a great many rooms of good size. It is one of the most interesting remains of an unknown age. No pottery of the actual builders have ever been found. Indian tribes occupied the great house hundreds of years after the builders had disappeared.

TUCSON—New Orleans, 1,504 miles. Altitude, 2,360. Population, 20,000.

Tucson and the mission, nine miles distant, have a recorded history reaching to the year 1700. It is a well-built, opulent city, retaining some of its old-time architecture with picturesque effect. The Territorial University is here, and an agricultural experiment station, and the land office for the district.

It has fine churches, schools, business blocks, hotels, and a sumptuous building for its public library. Tucson is well entitled to make strong claims for its own healthfulness. The picturesque mountains at the north are Santa Catalina, and at the west the Tucson Range.

The great Laguna Dam, Yuma Irrigation Project.
In a Tempe date-palm grove.
The State Capitol of Arizona at Phœnix.
Roosevelt Dam, holding back a lake that surfaces 17,000 acres.
The Bank of Salt River Valley, Mesa, Arizona.
The Mission San Xavier del Bac.

Tucson has the Santa Cruz River on its borders, a sunken river for most of its course, but its waters are being raised, and many farms are developing. This city is attractive for its scenery, its healthful air, its university, and the fine old mission just below. This is San Xavier del Bac, nine miles distant. The mines of Tumacacori are also near by. Chalqueyuma, for example, opposite Rillito, fifteen miles below Tucson, on the banks of the Santa Cruz, shows nearly a square mile of buried foundations. At the mouth of Bear Canyon the form of ancient dwellings may be traced by the foundation stones, and the form of ancient walled places of refuge may be studied in the ruined walls on the top of Tumamoc Hill, west of Tucson.

The natural roads around Tucson and other parts of the county are remarkable for their excellence.

NOGALES is on border, the international boundary line passing through the city. Nogales has recently installed water and sewer systems.

BENSON—New Orleans, 1,458 miles. Altitude, 3,578.

This flourishing town is open east and west via the Sunset Route of the Southern Pacific, and south and east via the El Paso & Southwestern, giving it connection with great mining centers. The valley has the little farm towns of St. David and San Marco, and prosperous farming settlements.

COCHISE—New Orleans, 1,427 miles. Altitude, 4,222.

The branch line here runs to the Pierce mining district, producing gold, silver, and copper; Dragoon Mountains at the south.

Between Cochise and Willcox the train traverses a notable alkali flat—all that remains of an ancient lake. Here every sunny day—which practically means every day—mirages float before the eyes of the train travelers.

WILLCOX—New Orleans, 1,416 miles. Altitude, 4,164.

An old-time stock-grazing center. Outlying valleys are San Pedro, San Simon, and Sulphur Springs. These valleys supported 200,000 head of cattle. The San Simon and Sulphur Springs valleys have a sandy soil, and carry a broad underground stream of water a few feet below the surface, and are coming under cultivation. Many farms are now found in Sulphur Springs Valley about Willcox watered by wells. A good school-building here will attract attention. The development of the valley will do much for Willcox.

RAILROAD PASS—New Orleans, 1,408 miles.

The small watercourse near here is called Dos Cabezos Creek; mountains at the north, Pinaleno Range; these include Mount Graham and Fort Grant; at the south the Chiricahua Range. South, the double peak is Dos Cabezos, a landmark of frontier days.

BOWIE—New Orleans, 1,390 miles. Altitude, 2,759.

This is a junction point for a line extending northerly through the rich Gila Valley to Globe, 124 miles distant, the copper-mining center. The line is called the Arizona Eastern. A substantial table is set in the hotel at Bowie.

The Arizona Eastern line traverses the Gila Valley, with several good towns set in the midst of alfalfa and orchards.

A good valley with a fine water supply. Considerable land for sale.

SIMON is in Arizona, Steins in New Mexico. The monument of Cochise, the fierce old Apache chieftain, is on the mountain top. San Simon Valley has artesian water, and will break out in farms. Many homesteads have been located.

LORDSBURG—New Orleans, 1,340 miles. Altitude, 4,245.

From Lordsburg the Arizona and New Mexico railway line extends to the copper mines at Clifton and Morenci. In railway operating, it is a busy line, and its tributary country is rich in mines and pasturage. New houses are seen and a new public school. The town serves a wide country.

DEMING—New Orleans, 1,280 miles. Altitude, 4,334.

Deming is a thriving city, with valuable resources in mines, cattle, and farm lands. The El Paso & Southwestern Railway is the terminal point of the Santa Fe from Chicago on the north, and has a branch line to Silver City, forty-eight miles distant. The Mimbres River is here an underground stream, and irrigation is practised. The river flows at a depth of from twenty to sixty feet under the entire valley, and there is believed to be water enough to irrigate the whole valley. Many pumping plants have been put in around Deming and vast areas of rich irrigable lands are still in a raw

A wood vender at Nogales, Old Mexico.
The American side of Nogales, Arizona.
In the American section.
The Mexican Nogales—the Custom-House.
Arizona cattle at Willcox, ready for shipment.

state, inviting the settler. Fruits of fine quality are grown here, vegetables of all kinds, and beans are produced as a field crop. Two health resorts are in the mountains—Faywood Springs and the Mimbres Hop Springs.

EL PASO—New Orleans, 1,194 miles. Altitude, 3,713. Population, 46,000.

This hustling American city was originally Paso del Norte, the pass of the north, going from old Mexico to the territory on the north. It was a hamlet in 1598 when visited by Onate, a Spanish adventurer, in command of a body of troops. In 1858 it was still a sleepy hamlet of about 300 people, the nearest railroad or telegraph station more than a thousand miles away. Today there are eight railroads and 100 miles of track in the freight yards.

It is the western terminus of the Texas & Pacific Railway and eastern of the El Paso & Southwestern System. Is reached by the Chicago, Rock Island & Texas, and by the Atchison, Topeka & Santa Fe from the north, the National of Mexico from the south, and by the Rio Grande, Sierra Madre & Pacific Railway from the gold placers of the Yaqui, and connected with the Atlantic and Pacific by the lines of the Southern Pacific.

The El Paso & Southwestern System, the Galveston, Harrisburg & San Antonio, and the Atchison, Topeka & Santa Fe all have large shops located at this point, and the El Paso & Southwestern System has its general offices in this city.

The railroads distribute annually $3,000,000 in El Paso from pay-roll and maintenance accounts. There are mammoth smelting-works in the western suburbs, and the manufacturing activities cover many lines. El Paso is a mining center, and as a trade distributer covers a vast territory. There are many noble public buildings—United States custom-house and court buildings, hospitals, schools, churches, banks, mercantile houses, and hotels.

Ciudad Juarez, the Mexican city on the south side of the Rio Grande, is worthy of a call at least. It has a notable old church, in no essential changed since Mass was first said in it 300 years ago.

Eastward from El Paso the railway time is Central, and two hours faster than Pacific, which "rules the rail" out of San Francisco to El Paso.

The Rio Grande Irrigation Project means the expenditure of more than $8,000,000 and the development of water to irrigate the Rio Grande Valley, approximately 200,000 acres.

FORT HANCOCK—New Orleans, 1,109 miles. Altitude, 2,519.

This is a military post, and is about a mile from the station near the banks of the Rio Grande. There are high bluffs on the Mexican side of the river, beautifully marked by the weathering of crystalline strata.

SIERRA BLANCA—New Orleans, 1,100 miles. Altitude, 4,512.

We are at the junction of the Texas & Pacific. Its northern terminal is Texarkana, a vexing compound word that yet serves a good purpose. Sierra Blanca gets its name from a singularly white or drab mountain in the vicinity—a "quaker" among mountains. It is on the south, as is Quitman also; northerly are the Crizo Mountains, in the middle distance Sierra del Diablo, and far away the Guadalupe range.

VALENTINE—New Orleans, 1,031 miles. Altitude, 4,424.

Here are grazing plains with large herds of cattle, and recently bands of antelopes.

FORT DAVIS.

A health resort known far beyond the borders of Texas. It is twenty-two miles north of the little station called Marfa at the foot of Davis Mountains. It is the site of a former United States military post.

PAISANO—New Orleans, 983 miles. Altitude, 5,082.

This is the crest of the Sunset Route; mark the elevation.

ALPINE—New Orleans, 970 miles. Altitude, 4,485.

This is a handsome town of 2,500 people, the county-seat of Brewster County. It occupies part of the level, circular valley, some of the picturesque mountains reaching a height of 8,000 feet.

MARATHON—New Orleans, 939 miles. Altitude, 4,043.

A region of fine summers and mild winters. A rubber factory is located here, producing rubber from a weed or plant called guayule.

HAYMOND, SANDERSON, LOZIER are stations in a great table-land. There is much charm of mountain air, and much attraction for stockmen and for raisers of sheep and goats. Sanderson is the county-seat of Terrell County.

San Antonio Street in hustling El Paso, Texas.
In Texas, down by the Rio Grande.
A quiet stretch on the Devil's River.
The weathered cliffs of Pump Canyon.
Belie, with their quaint sculpturing, its unromantic name.
The market-place, Juarez, on the Mexican side.

PECOS RIVER.

This river reaches up into New Mexico and drains and irrigates a large slope of country. The climate of all this region is fine and healthy, with good fishing and hunting and attractive scenery.

THE PECOS BRIDGE.

At Viaduct the engineers have thrown a spider's web of steel across the gorge of the Pecos. Its extreme length is 2,184 feet, and its height 321 feet above the bed of the river. This airy and graceful structure is solid as a rock, and one of the notable railway bridges of the world.

COMSTOCK and LANGTRY are important shipping points in Valverde County, and sheepmen and cattlemen make their headquarters here.

Castle Canyon has some fine examples of natural sculpture, the sand-blast and water carving the rocks into fantastic shapes.

DEL RIO—New Orleans, 741 miles. Altitude, 954. Population, 7,500.

This is a border town and a port of entry from Mexico, and for bonded goods in transit to Mexico. A large section pays tribute to Del Rio. The town has banks, churches, schools, telephone exchange, and newspapers, and this is a division point on the Sunset Route. It is the center of a great wool-producing section. The climate is almost ideal, and Devil's River a short distance west offers fine bass fishing.

SPOFFORD—New Orleans, 705 miles. Altitude, 1,015.

A branch runs southward to Eagle Pass, making connection with the Mexican International Railway for City of Mexico.

EAGLE PASS.

This little city has nearly 4,000 people, and is the county-seat of Maverick County. A large trade comes from the Mexican side, and there are fine modern stores, schools, churches, and other public buildings. The gulf breeze tempers the summers and modifies the air of winter.

UVALDE—New Orleans, 664 miles. Altitude, 930. Population, 5,000.

Uvalde is an influential county town, and is the center of a wide area of stock-raising and agricultural country, and also of the bee industry. Angora goats are extensively raised. The town is located on Leona River, and is growing rapidly. Only a small per cent. of the lands in all this region are under cultivation, and the low price, the fine climate, and the range of products make this part of Texas desirable.

SABINAL—New Orleans, 642 miles. Altitude, 936.

Down in Texas they speak of the "Sabinal country," a region well known for its agricultural resources, its diversity of soil, its hay, bee culture, and other industries.

The population of Sabinal is about 2,500. The territory thereabouts is rapidly developing.

HONDO—New Orleans, 621 miles. Population, 3,000.

This is the county-seat of Medina County, and a thriving town; ships many queen bees and bee-keepers' supplies. The county has many fine farms, and a majority of the settlers are of German descent. Fruit grows well in large variety. Land is very fertile and cheap, and with careful cultivation produces heavily.

SAN ANTONIO—New Orleans, 572 miles. Altitude, 686. Population, 105,000.

A live city in the midst of a rich country, and with a most salubrious climate. Behind it is an empire contributing cotton, live-stock, and general farm produce, and railways radiate to various points of the compass doing "the king's business" which "requires haste."

Its most important line is that of the Sunset Route, which, in its new Union Station, has here one of the finest passenger stations in America, and which connects with all the world through San Francisco on the Pacific and New Orleans at the east. The city is watered by the San Antonio River and some small tributaries, including Salado. There are twenty-one parks, several hot sulphur wells, and seven large hotels. Here are located the largest military post in the United States, Fort Sam Houston, and the famed hot sulphur well and hotel, with hundreds of cures to its credit. A fine supply of artesian water of great purity, a splendid system of electric street railways, miles of paved streets and macadamized roads, good schools and churches, with much game in the country and fish in the streams, combined with climatic attractions and historic

One of the irrigating canals that are achieving Texas' destiny.
Table vegetables prove profitable at Eagle Pass. Here are potatoes.
And here cucumbers cumber not the ground.
The busy town of Uvalde has pleasant picnic-grounds.
The Court-House at Uvalde, an important Texas town.
The Court-House at Hondo, a town as busy as the bees it ships.

associations, make San Antonio a place of resort as well as of traffic. It is one of the healthiest cities in the Union, and is both a summer and winter resort. It is destined to be one of the notable cities of the Southwest and the South, as its people are progressive, public spirited. The city possesses several very fine hotels of recent construction.

THE ALAMO

Western people will want to see the immortal Alamo.

In this semi-military church, during the war with Mexico by Texas for its independence, in March, 1836, 182 citizen soldiers were besieged by Santa Ana in command of 5,000 Mexican regulars. At an early day a retreat might have been made with some losses; but the heroic band believed their death would serve their country better than ignoble flight. It should be noted that while their number originally was but 150, yet during the siege thirty-two others fought their way in to share the closing massacre. At the end of eleven days the sacrifice was completed—all were dead! Travis, the commander, fell at his post of duty, on the wall; Colonel Bowie in bed, so sick he could not rise to receive the bayonet-thrust of the foe, was murdered where he lay. David Crockett died behind a rampart of assailants he had slain. There was no chivalrous recognition of valor; the last defender died. One woman, with a young child, and a negro servant, were left to tell the tale. On the monument Texas has inscribed: "Thermopylae had its messenger of defeat; the Alamo had none." The Alamo is now being restored.

Within easy drive of the city there are the remains of old missions, whose interesting ruins carry one back to a time when San Antonio was the capital of the ancient Spanish province of Texas.

SEGUIN—New Orleans, 537 miles. Altitude, 599. Population, 3,700.

This attractive city is about one mile south of the station. It deals largely in cotton, live stock, corn, and oats. Seguin has water-power possibilities that could make it one of the principal manufacturing centers of Texas. Contiguous to the city are the falls of the Guadalupe River—untold wealth literally running to waste.

Pecan, natural oak, elm, hickory, and mesquite are the principal tree growths. Seguin is the county-seat of Guadalupe County, and is one of the most prosperous towns on the line.

LULING—New Orleans, 516 miles. Altitude, 416. Population, 2,500.

Luling is an attractive, progressive city and deals heavily in cotton, produced in a rich tributary country. It is watered and drained by an affluent of Guadalupe River. The San Antonio & Aransas Pass Railway connects Luling with the coast country below and with the Missouri, Kansas & Texas on the north. The San Marcos River is noted for its picturesque scenery.

HARWOOD—New Orleans, 507 miles. Altitude, 460.

Harwood is a terminal of a twelve-mile branch line to Gonzales, where it connects with the San Antonio & Aransas Pass Railway for southern Texas and the Gulf.

WAELDER—Population, 2,000.

FLATONIA—Population, 2,700.

These are growing towns in Fayette County, where is found high rolling prairie, with small creeks for irrigation and drainage, and much black sandy and black waxy land. Waelder has much local pride, and Flatonia is active in manufacturing. The San Antonio & Aransas Pass Railway reaches north, as well as to ports on the Gulf.

SCHULENBURG—Population, 2,500.

Is the center of a prosperous German farming section, producing a large variety of staple crops.

WEIMAR—Population, 2,700.

Also settled by Germans, shows the thrift and characteristics of this people. Weimar is a place of much local interest and a large trading center. It is on rolling ground.

BORDEN—New Orleans, 456 miles.

Here Gail Borden began the manufacture of condensed milk back in the "seventies," afterwards removing to a more central locality in the north.

GLIDDEN—New Orleans, 450 miles.

A railroad town and active. A branch railway connects with La Grande, the county-seat.

At Sutherland Springs, a Texas resting-place.
Breckenridge Park, San Antonio.
The Alamo Plaza at San Antonio.
A link with the past, the Espada Mission.
The fine facade of Mission La Purisima Concepcion.
Where Davy Crockett died—the famous Alamo.

COLUMBUS—New Orleans, 477 miles. Population, 2,100.

The Colorado River of Texas bends about the town like a great horseshoe. There are large mercantile and manufacturing interests here, and a possibility of developing power from the river. Rice-growing is one of the principal industries of the county.

EAGLE LAKE—New Orleans, 431 miles. Altitude, 179. Population, 2,600.

This pleasant town has a most inviting appearance, and is in possession of present prosperity, with an assured future. In addition to the through transcontinental line of the Sunset Route, it has other railways, giving direct access to all parts of the State. Here is fine land. Cotton, corn, hay, and sugar-cane, as well as rice, are grown. Several large lakes are in this county, the largest being Eagle Lake, of 30,000 acres.

ROSENBERG—New Orleans, 398 miles. Altitude, 110. Population, 2,000.

Rosenberg is a railway junction city. From here a line runs to San Antonio via Victoria, as a branch of the Galveston, Harrisburg & San Antonio. Rosenberg has coast connections with Hawkinsville, Palacios, and Port Lavaca on the Gulf, and also reaches to Beeville, all within the rich and rapidly developing Gulf country of Texas, with its sugar and cotton plantations. Northerly there are outlets over the Gulf Coast & Santa Fe, while it is connected with all the world by its position on the transcontinental line of the Sunset Route.

RICHMOND—Population, 2,500.

SARTARTIA—New Orleans, 388 miles.

These business centers have natural advantages, the Brazos bottoms being unequaled for the growth of certain crops. This historic river flows between the two towns, coming from near the Red River in northern Texas and reaching the Gulf.

Near Sartartia a large area of rich river-bottom land is devoted to sugar-cane cultivation with gratifying success. Here is the largest sugar-cane factory in the South, where sugar is refined by the "bone black" process.

HOUSTON—New Orleans, 362 miles. Altitude, 64. Population, 105,000.

The map makes a spider-wed of railroad lines with Houston in the center of the web, showing at a glance its great importance in the railway world. The last few years have given the city great prominence, making it the commercial and railway metropolis of Texas. This has been done largely by the energy of its citizens, its merchants and manufacturers, and the enterprise of competing lines of railroad; but its location has meant much. It is at the head of tide-water navigation on Buffalo Bayou, and is connected with the seaport of Galveston by a ship canal built by the United States Government. The indications are that Houston will soon have a deep-water harbor of its own. Excluding Mexican lines, 5,000 miles of railroad seek tide-water here. Seventeen railroads tell the story of the city's growth. It is enough to say that the city is opulent, well built, and progressive; that it has churches, schools, and colleges, the Rice Institute, with an endowment of $7,000,000, and a larger proportion than is usual of citizens who own their own homes. The future of the city is secure.

Few cities offer better inducements to manufacturers and capitalists seeking investments, or to merchants desiring to engage in business in a comparatively new field, with a rapidly developing countryside rich in resources.

GALVESTON—Houston, 48 miles. Population, 45,000.

This Gulf city has been brought into national prominence during recent years by the success of an experiment in municipal government, or government by commission. The building of the great seawall and the work of the United States Government in making here a harbor which would admit the largest sea-going vessels have also attracted attention to Galveston as a seaport. It is now equal to the demands upon it, and the largest vessels find no difficulty in entering the channel.

The enormous increase in the amount of cotton received at this port has also challenged comment. The port has taken a prominent place in the export of cotton and in the value of its foreign commerce. Galveston's great ocean-steamship docks make it easy to handle an immense ocean traffic. The great docks of the Southern Pacific Steamship Company, with its fleet of fifteen steamers, are located here.

Galveston is a resort city as well as a commercial one. Surrounded entirely by water, with the sea air that renders outdoor life possible at all seasons, and an average of 273 sunshiny days in the year, the city offers quiet, pleasure, or sport as one is inclined. The new Hotel Galvez offers accommodations for all.

Returning to the main line, we now go back a little to trace the coast line eastward from San Antonio to Rosenberg.

On the main street of Houston, the Texas metropolis.
Southern Pacific railway shops at Houston.
On Buffalo Bayou, near Houston.
At Galveston the Southern Pacific has mammoth docks.
Hotel Galvez, Galveston.
The Gulf city is proud of the convent of the Ursulines.

CUERO—Population, 5,000.

This enterprising town is on the Victoria division of the Galveston, Harrisburg & San Antonio, and is in De Witt County. Cuero has a cotton-mill and electric-light plant with much unused water power derived from the Guadalupe River. The country is given to "de cotton and de co'n," with truck-farming and the raising and shipping of turkeys on a large scale.

VICTORIA—Population, 6,000.

This is a region of great ranches owned by cattlemen, who make their headquarters at Victoria. The tendency now is to encourage the division and sale of large tracts of grazing land for agricultural uses. The farmer is indispensable.

PORT LAVACA—Population, 1,500.

This is at once a county town, the official seat of Calhoun County, and a seaside resort. It is finely located on Port Lavaca Bay, being built on a bank or bluff. There is an excellent modern hotel, and a commodious pavilion built out over the bay, and there are numerous islands which invite the camper. Port Lavaca will become one of the best-known resorts of the Gulf Coast.

BEEVILLE—Population, 3,000.

Beeville is in Bee County, and bees suggest bloom and beauty in the fields which the plow has not disturbed. Wild flowers grow in profusion and bloom throughout the year, and bee culture forms an important industry in the county. One of the most successful apiarists in Beeville is a woman.

EDNA and WHARTON are prosperous towns and have each a population of about 2,000. Wharton has a sugar refinery. From the junction a branch runs south and eastward, including such resort towns as Bay City, on Matagorda Bay, and Palacios, on Palacios Bay.

On the main line again, eastward, is

SAN JACINTO RIVER—New Orleans, 344 miles.

This is here a historic stream, and perpetuates the memory of the battle of San Jacinto, where Texan independence was achieved.

LIBERTY—New Orleans, 321 miles. Population, 2,200.

Another historic stream, the Trinity, is crossed here. In 1687 the chivalrous Sieur de La Salle, leading a movement by France to get possession of the Texas country, was killed on the banks of this river. The party had failed to find the mouth of the Mississippi, and was wrecked on the coast of Texas.

SOUR LAKE.

Nine miles from Nome, and covered by a branch railway, this is a resort of much popularity. The waters are acid, due to sulphur.

A large oil-field has developed here.

BEAUMONT—New Orleans, 278 miles. Population, 32,000.

This is the oil city of the South. It has three railroads, besides the Southern Pacific. The Southern Pacific, in addition to its through line, has a line south to Sabine Pass on the Gulf, and one north to Dallas. The Santa Fe makes Beaumont the terminal for its local line.

The Neches is here, a wide and deep river, and will presently be available for large ocean vessels. The Government canal from the deep waters of the Gulf to the river will be dredged to twenty-five feet, and Beaumont will become a seaport.

Its lumber interests are very great, the oil production immense, and the area of lands under cultivation now produce about 2,000,000 bushels of rice per year. A good water supply and a good school system would seem to insure a steady growth of population.

PORT ARTHUR—Population, 9,000.

This is comparatively a new port, but its commerce is rapidly increasing, and with five or six feet more water will take its place as one of the great Gulf ports. Port Arthur is one of the natural openings or indentations on the Gulf adaptable to world commerce, and commerce will largely shape the future of the city which is growing up around the harbor.

A large concrete hotel is here, and the town is well laid out in the midst of good farm lands. Port Arthur is situated on Sabine Lake, fourteen miles inland from the Gulf.

A suggestion of Holland at Victoria, Texas.
The oyster luggers of Port Lavaca.
A field of beans at Beeville.
An unusual sight, a camphor plantation at Pierce.
More out-of-the-ordinary crops at Pierce—a tea farm.
The navigable Neches River at Beaumont.

ORANGE—New Orleans, 256 miles. Population, 9,000.

One of the most progressive cities in east Texas. It is located on the beautiful Sabine River, dividing Texas from Louisiana. It has long been an important lumber-producing center, and is located in the heart of a remarkably productive agricultural section. Lands are reasonable as to price. The citizens are enterprising and public spirited, and are working zealously for the improvement of their home town. Orange contains many very handsome homes and churches. It possesses fine opportunities for sport—good shooting, fishing and boating—and is a delightful place of residence—good water and health-giving atmosphere. A paper mill, employing 300 people and converting yellow pine waste into excellent paper, is one of the chief industries of Orange.

SABINE RIVER—New Orleans, 250 miles.

This historic river is in large part the boundary line between Texas and Louisiana. Since we left San Antonio country we have been traveling through rice-fields. We are here in the heart of the rice belt. A new and important industry has sprung up here in recent years, and Texas and Louisiana are now furnishing vast quantities of one of the most valuable of cereals.

LAKE CHARLES—New Orleans, 219 miles. Population, 15,580.

This is a live town with schools, churches, banks, hotels, paved streets, and manufactories, all in the close embrace of rivers and lakes which abound in fish, and forests in which the black bear is still found. Here, too, are rice-mills and rice-fields, and when the rice-fields are harvested and forsaken the wild geese take possession and the sky is fairly darkened by a general flight. In the forests wild turkeys are found. With such an environment we can understand why Lake Charles is popular, and why its reputation as a resort extends over a wide area of Louisiana and Texas. It is accessible, having fine railroads, and so near the Gulf that the climate is modified by the great body of water.

Lake Charles has three large rice-mills, and is an active distributing center as well as a place of recreation.

MALLARD JUNCTION, IOWA, and WELSH are trading points in the rice lands, the first having a branch line to Lake Arthur, and the second a crossing by the St. Louis, Watkins & Gulf Railway, which here intersects the Sunset Route.

JENNINGS—New Orleans, 185 miles. Population, 3,000.

This important town draws heavy tribute from the rice-fields, but lies also within the oil-fields, and has a large refinery. Fortunes have been made in oil here. Experts believe that the main supply of crude oil in Louisiana fields has not been touched.

MERMENTAU—New Orleans, 180 miles. Population, 300.

This place recalls Lafitte, the pirate, and Acadian romance. To the Northern and Western man the country is itself a revelation, a land of romance. Water is everywhere and lily-pads and water-loving plants and flowers.

CROWLEY—New Orleans, 168 miles. Population, 7,000.

Here is a network of canals, prosperous rice-growers on every side, eight large rice-mills, and a handsome city well begun where so recently it was easy to get "close to Nature."

The Rice Association of Crowley will send you a book of rice recipes.

Crowley is a center of rice industry, but at Scott, Duson, and Rayne sugar, rice, and cotton are produced, cattle are raised, and general farming is practised.

From Midland run two branch lines, one north to Eunice and Mamou, one southeasterly to Abbeville and to a junction with the main line at New Iberia.

RAYNE—New Orleans, 160 miles. Population, 3,000.

Rice and sugar lands and farm lands are being made available by canals, and much land is being occupied.

LAFAYETTE—New Orleans, 146 miles. Population, 5,000.

Is located in the heart of the oldest settled section of Louisiana. It is the center of what is known as the Attakapas country, and its lands, though they have been in cultivation for over a century, are remarkably productive and considered among the very best in the State. The town has developed materially in the past few years, and the probable early cutting up of the large plantations will result in the settlement of a great many industrious farmers, the location of whom will enhance the importance of Lafayette. Its people are thoroughly enterprising and are paying particular attention to improved methods of cultivation as applied to the farm areas.

The railroad depot at Lake Charles, Louisiana.
A modern rice-mill at Lake Charles.
The colored countryfolk at Paradise.
Shell Beach and moss-bearded trees on Lake Charles.
A residence in the attractive Lake Charles region.
The Shell Beach road by the lake-shore.

Lafayette is the southern terminus of the Alexandria branch of the Southern Pacific and of the new line from Baton Rouge, which was completed and opened for service in 1912, traversing a very fertile section of the State. The rapidly increasing importance of Lafayette spells additional prosperity.

THE COUNTRYSIDE

Between Baton Rouge and the Sunset Route are three extensive parishes. As we approach the Gulf imperfect drainage gives rise to the sluggish watercourses called bayous, and the marsh lands begin. Some great changes are taking place, rice lands being made available, sugar lands ready for the "ribbon cane," and farm lands prepared for occupation and the growth of vegetables. Canals have been constructed over a vast area, drainage provided where necessary, lands reclaimed from the swamp, and shell roads built. Communities are growing, large areas are producing vegetables, cane, and rice, and a new day has come in these old, slow-moving parishes. The situation is the reverse of that of the arid lands. Here reclamation means drainage Lands must be made dry.

CADE—New Orleans, 133 miles. Population, 200.

A branch railway extends northerly to St. Martinsville and to Port Barre, forty-one miles. Note that St. Martinsville is but seven miles away, and that there may be seen the "Evangeline Oak" and other reminders of the legend which Longfellow made immortal. It is a romantic part of a romantic State.

NEW IBERIA—New Orleans, 126 miles. Population, 7,500.

From this point you may wish to visit Avery Island and see the salt mines of Petit Anse. If you relish Tabasco pepper, you may see it under cultivation here.

The branch line from Midland through Abbeville connects here, and a four-mile branch of it at Junction, six miles from New Iberia, will carry you to Petit Anse.

JEANERETTE—New Orleans, 116 miles. Population, 3,000.

A center of the saccharine output of the beautiful Bayou Teche country. Here is to be seen the old Gribbenberg plantation, typical of the days "befo' de wah." We are getting into the sugar-bowl of Louisiana, and much of the land seems dotted with villages in the distance, but it is the tall stacks of the sugar-mills which explain the villages. The cottages grouped about the mills are the homes of the employes.

SUGAR LANDS

Sugar is only made in the lowlands south of the Red River and along the Mississippi bottoms. The sugar factories, as a rule, are connected with the plantation, and the planter is both planter and manufacturer, and sugar in the unrefined state is his product. The factory also buys cane of the small farmer.

There is much rich land available still in Louisiana, and we produce but a fraction of the sugar consumed.

BALDWIN—New Orleans, 105 miles. Population, 1,000.

FRANKLIN—New Orleans, 101 miles. Population, 4,000.

BAYOU SALE—New Orleans, 96 miles. Population, 300.

PATTERSON—New Orleans, 87 miles. Population, 1,500.

These are all sugar towns, centers of sugar production, and the commercial business is largely in cane products and the supplies needed by plantations. They are in the Teche sugar district.

Franklin has a branch railway to Cypremort, nineteen miles, and covers Baldwin by it, four miles from Franklin.

MORGAN CITY—New Orleans, 81 miles. Population, 8,000.

A waterfront town of importance on Berwick Bay, a widening of the Atchafalaya River. This river drains the country parallel with the Mississippi, and extending almost to the Red River. It may figure prominently some day in the history and destiny of the "Father of Waters." It has many affluents north, including that of Bayou Teche. Berwick is at the western end of the bridge. It has largely developed as a river port, and lumber and oyster industries contribute to its growth.

SCHRIEVER—New Orleans, 57 miles. Population, 300.

A branch railway, six miles in length, extends northerly to Thibodaux and Napoleonville, and a second branch southerly, fifteen miles, to Houma. Much improvement of natural conditions is evident. Great canals are planned for drainage purposes.

A prosperous petroleum refinery at Jennings, Louisiana.
An up-to-date rice-mill at Crowley.
The picturesque Bayou Teche, New Iberia.
Plump oysters and appetizing shrimps are canned in Louisiana.
A lumber mill on the Atchafalaya River.
Where rice is made ready for market, at Lake Arthur.

LAFOURCHE—New Orleans, 53 miles. Population, 500.

We are in the suburban lands of New Orleans, which feed the city—not literally perhaps. These are sugar lands all around us.

Here and about Raceland Junction is one of the centers of the Louisiana sugar industry. Great sugar-mills rise on either side, hardly four miles apart.

Reclamation work is going on rapidly hereabouts. Cotton and corn are here, the latter fifteen feet high.

WHAT IS DOING

Between the Mississippi and the Atchafalaya rivers millions of acres of swamp land within easy reach of markets are being reclaimed. It is thought that there is room in Lafourche Parish for 400,000 people, and for 800,000 in Terrebonne Parish. Canals are building, ditches are being dug and huge pumps installed, and much land is now ready for cultivation.

THE HEALTH SIDE

This is important, but the conditions are not serious. As the water is drained off, the humidity decreases, and there comes a greater clarity to the atmosphere. The prevailing breeze is from the Gulf, and this salt air is full of ozone. The testimony is that the communities that have sprung up where the land has been cleared and cultivated are in as good health as the most hygienic region in the Northeast.

THE CROP SIDE

This is also important and promising. Take onions and potatoes—125 bushels and 100 bushels respectively, at prices which yield $100 and $75 an acre, marketed in April and May. The land is planted to corn, yielding forty to fifty bushels, or about $32 an acre; fall cabbage follows, nine tons per acre, selling at two cents per pound, or $360 an acre, making a total of $492 an acre, gross. Planted in cane these lands yield thirty-five tons an acre, or, at $3.50 a ton, $122.50 an acre. The cost of cultivating and harvesting is reckoned at $1.50 a ton.

Sown in rice, the yield will run from eight to ten sacks, selling at $3.50 and $4, yielding $28 to $40 an acre. Many have become prosperous, and even independent, raising rice, and western Louisiana shows a contented lot of farmers.

RACELAND JUNCTION—New Orleans, 40 miles.

In the midst of sugar lands.

DES ALLEMANDS—New Orleans, 32 miles.

A quaint old German settlement is here on the bayou which connects the lake of the same name at the north with Lake Salvador at the south, debouching finally into Barataria Bay, which tradition links with the pirate Lafitte.

AN INTERESTING COUNTRY

The approach to New Orleans from the west shows a country full of interest to the Western and Northern man. Rice and cotton and sugar-cane are novel field crops to many, and are set in an air of romance in which the Southern planter, the colored "field hands," the "overseer," the "mansion," and "the quarters" of the slaves are mingled in a picturesque way under these Southern skies, and associated with wealth, with leisure, with courtly manners, with magnolia trees, the song of the mocking-bird, the charm of rural life, and its quiet and dignity. For in the halcyon days of the past all the South was a rural republic; cities were conveniences, but the first men of the State were planters, and the countryside was more important than the cities.

The sugar lands begin at the very doors of New Orleans, then run up and down and across the river in every direction, occupying the banks of sluggish bayous and low-lying tracts of surpassing richness in the midst of flag, reed-covered savannas, and bodies of lichen-draped timber.

NEW ORLEANS—Population, 339,000.

A river proverb says, "There are many cities, but only one New Orleans." This is true today and yesterday. Few cities are compounded of such strange racial variants, and its history is summarized as "French today, Spanish tomorrow, French again, and American till now." Here are found phases of life, epochs of history, modes of thought, and styles of architecture that belong wholly to the past. No other city in the land so closely links the old world with the new; nowhere else does tradition seem so entirely a tale of yesterday or of last year.

The Southern Pacific bridge at Morgan City, Louisiana.
The Atchafalaya River makes Morgan City a water town.
A Paradise cabbage patch.
The land of Paradise makes up a cultivated Eden.
In the heart of a Louisiana cypress swamp.
Live Oak Hotel, Lake Arthur, a pleasant pleasure-place.

THE VIEUX CARRE

This is the old square, or original city, as laid out by Bienville in 1718. Just beyond the margin of his little city in the wilderness stood his country house, the site now occupied by the granite custom-house erected in 1848. The founder built a mansion for the Ursuline nuns, in 1727, and this survives today, the oldest building in the Louisiana Purchase. To supply Napoleon with a little spending money, the Louisiana country was sold to the United States, and the treaty was signed in the *Cabildo,* or governor's house, and this survives after 150 years.

From the balcony our flag was first unfurled over the new possession, and when Lafayette visited the city in 1825, the *Cabildo* was equipped for his use while a guest.

The balcony overlooks Jackson Square, and where "Old Hickory" was crowned with flowers stands the fine equestrian statue by Clark Mills. Just across the square is the French Market, built in 1813, and this should be visited in the early morning. The Royal Hotel, once known as the St. Louis, is much dilapidated, but you will want to see the auction blocks in the entrance hall, the circular dining-room where the wealth and beauty of the South banqueted, and where royal personages from many countries were entertained.

A fine figure of General Robert E. Lee stands in Lee Circle, and the old Congo Square has become Beauregard Square, but holds its memories of "voodoo" rites and great holiday gatherings of slaves in other days.

New Orleans, alone of all the cities, has supported a French opera company year by year for over a hundred years. The Opera House is on Bourbon Street, and here came immortal Jenny Lind, the elder Calvé, and other celebrities, and here in her glorious youth Patti sang, and every year a company of singers comes from France, keeping alive the melodies of the great days that are gone. Cultivated New Orleans is seen at her best in the old Opera House.

THE CITY OF TODAY

It lies just across Canal Street. This was once a "fosse" or canal of the sugar plantation, and is now the great street of New Orleans, 170 feet wide, and the chief avenue of shopping and trade.

The residence section, the parks, the club grounds, the beautiful boulevards, the 250 miles of paved streets, the shell roads in the suburbs, a visit to Lake Pontchartrain and to the battleground of Chalmette, to Tulane University and other points, will take some days, and if the season be winter you will realize that New Orleans is a charming city and unexcelled as a winter resort. And you, with others, would travel far to see its unique and famous festival of Mardi Gras.

THE HISTORIC RIVER

A great river, the Mississippi is surpassed in volume only by the Amazon, and in length only by the Nile. The river is from 1,800 to 2,600 feet wide, and has a depth of 200 feet. It is about 110 miles to the mouth of the majestic stream, and it is pushing into the Gulf as a soil-carrier farther and farther every year. The delta lands below the city are becoming very valuable.

New Orleans is the "Crescent City," because here the great river curves into a nine-mile crescent. It lies below the level of Lake Pontchartrain and the Mississippi, and drainage has been provided at great cost, but so wisely has it been done that New Orleans is now one of the healthiest of modern cities.

You will want to see the wharves on the city-front, and note the volume of traffic which comes to the city from the Mississippi Valley. Here you will see in season acres of cotton-bales, sugar-barrels, and sacks of rice, much of which comes from the lands through which we have just passed.

Note, too, the Sugar and Produce Exchange as you go about the city, the handsome City Hall, the United States Mint on Esplanade and old Levee Street, the great size of the Custom-house, and the new office buildings and hotels which indicate the expansion of business and an increasing tide of travel.

POINTS OF INTEREST ROUNDABOUT

These are many, but the visitor who can not take time for all will want to see the historic battlefield, the monument commemorating General Jackson's victory, and the Chalmette Cemetery. The ruins of the house where the wounded General Packenham was carried are still seen.

The great Naval Dry Dock of the Government is across the river below Algiers, and farther down are Louisiana oranges, sugar, rice, corn, and other products.

The Acadian country, the "Evangeline Oak," and the sugar-mills will repay a special visit. The romantic part of Louisiana is reached by Southern Pacific lines. The largest sugar-mill in the world is south on the river about twelve miles.

The Vault of the Army of Tennessee at New Orleans.
A relic of the French regime, the Beauregard mansion.
Loading cotton from the wharves at New Orleans.
A plantation home dating back "befo' de wah."
The dragon of the Mardi Gras carnival, New Orleans.
A glimpse of the modern New Orleans.

An Appendix

THE SAN JOAQUIN VALLEY, CALIFORNIA

"Wayside Notes" on the Sunset Route does not include the Valley Line, and for the sake of directness and simplicity it was left out of the main current of travel. But this was the earliest route southward, and the valley itself is too near San Francisco, too great industrially, and too important in its promise to the homemaker to be omitted, and we shall run rapidly over it.

SAN JOAQUIN VALLEY LINE

A run of twenty minutes on one of the great ferryboats of the Southern Pacific which plys across the bay brings you to the waiting valley train at the Oakland Pier.

OAKLAND—San Francisco, 7 miles. Population, 230,000.
This is now the third city of the Coast, and growing rapidly. It is in the way to become a great manufacturing center, having a good harbor of its own and miles of deep water near shore. It is a great railway center, being on the continental side of San Francisco Bay; it has a charming location as a residence city, with a background of hills just suited for fine homes, and a climate which is nearly perfection.
ALAMEDA is a neighbor on the south, a handsome little residence city.
From Oakland a line runs across the Diablo Range into the valley. It has on the way the prosperous fruit towns of San Leandro, San Lorenzo, the larger town of Hayward, the nursery and fruit town of Niles, where a line diverges for San Jose, and beyond a charming canyon in a broad valley are Livermore and Pleasanton. Still beyond is the crossing at Altamont, and we are in the San Joaquin and at Tracy. Coming back to Oakland, we look at the university town,

BERKELEY—San Francisco, 9 miles. Population, 40,434.
Here is the State University, in a most beautiful natural campus. The Greek, or open-air, theater here is modeled after an ancient one at Epidaurus, in Greece. The university is one in the true sense of the word, and is free to both sexes.

THE BAY SHORE

The train follows the shore line for thirty miles. Richmond, a town of 10,000, is the growth of a scant dozen years. Important manufacturing industries are here, and at many points along the bay. At Vallejo Junction boats meet the train for Vallejo and Mare Island, and for Napa Valley. Mare Island is the site of the Government Navy-yard. Crockett has a large sugar refinery. Carquinez Straits is crossed at Port Costa by the great ferry-boat *Solano,* 424 feet long, 116 feet 8 inches wide. It carries thirty-six freight cars and two engines, or twenty-four passenger cars and two engines.

MARTINEZ—San Francisco, 36 miles. Population, 3,000.
This is the county-seat of Contra Costa County. Benicia is opposite, across Carquinez Straits. Martinez is at the mouth of a pretty valley and watched over by rounded and fruitful hills. The bay shore has Bay Point, Black Diamond, and Antioch, prosperous towns with factories.

BYRON HOT SPRINGS—San Francisco, 58 miles.
Hotel and cottages, and medicinal waters of a high repute. It is a popular resort of the best class.
A feature of this country, "conspicuous afar," like Milton's Rock, is Mount Diablo, 3,896 feet high.

TRACY—San Francisco, 83 miles.

LATHROP—San Francisco, 94 miles.
Both busy junction points. We turn aside at Tracy, and at Lathrop find a kind of gateway for valley travel, this point serving three lines. Touring to the left, we go to STOCKTON, nine miles distant. This is a large and important town of 35,000 people, and is at the foot of the valley.
SACRAMENTO, the capital of the State, is fifty-seven miles from Lathrop. It is on the main line from San Francisco to Ogden and from San Francisco to Portland, Oregon.

Sunset over San Francisco, looking from the bay.
Busy Broadway, main thoroughfare of Oakland.
Part of the mast forest of Alameda.
Looking bayward from the Claremont hills, Berkeley.
Berkeley residences are framed in charming settings.
The main buildings at the famous spa, Byron Hot Springs.

MODESTO—San Francisco, 114 miles. Population, 4,000.

Is on the bank of the Tuolumne River, an affluent of the San Joaquin. Water for irrigation is provided by a huge dam at La Grange, built and owned by farmers. It cost $550,000.

TURLOCK—San Francisco, 127 miles. Population, 3,500.

An important and growing town in the very heart of the valley. From Merced a railroad has been constructed up the Merced River to El Portal, at the entrance to the Yosemite National Park. The Mariposa Grove of Big Trees is now reached from Yosemite National Park by short stage ride. Some of these majestic trees are 350 feet high and are the oldest living things on earth.

A wide stretch of farming country lies back of Merced and northward as far as Stockton, and is served by a branch line parallel with our route.

BERENDA—San Francisco, 178 miles. Altitude, 256.

From Berenda a branch line runs to Raymond, twenty-one miles distant. This was for many years the route of the Yosemite National Park, but Yosemite is now reached via Merced and the railroad up the canyon.

MADERA—San Francisco, 185 miles. Population, 2,500.

County-seat of Madera County. This county has much low-priced land, chiefly owing to the lack of irrigation. Water is found near the surface, and well irrigation by pumping is now developing large areas.

FRESNO—San Francisco, 207 miles. Population, 30,000.

Once a sheep pasture, now the center of a vast industry. Orchards and vineyards, groves of oranges and figs, miles of raisin vineyards, square miles of wine grapes, and leagues of alfalfa make the whole countryside attractive as a garden. Fresno is the chief center of the raisin industry. Here also are grown the Calimyrna figs, put up in better shape than the imported Smyrna.

A branch line runs from here twenty-four miles to Friant near the foothills.

WEST SIDE LINE

Going back to Tracy, we run southward through a rich country, on the west side of the San Joaquin.

Crow's Landing is an early-day town. Near by is the new townsite called Patterson, a great ranch of 18,000 acres, being the foundation of a promising high-class colony.

NEWMAN, further down the line, is a prosperous town, and about it and southward for many miles the land is irrigated, much of it growing alfalfa.

LINORA, LOS BANOS, and DOS PALOS are in the midst of grazing herds and alfalfa fields. The latter two are colony towns, and all are prosperous. Great land holdings are passing into the hands of small farmers.

At KERMAN the railway divides, making this a junction point. It is a colony center, 26,000 acres being offered for settlement. Ten thousand acres of good land have been sold. In the adjacent country as in the growing town substantial improvement shows; 3,000 people get their mail at Kerman. Between Kerman and Fresno great orchards are seen and every mile shows the productiveness of the land.

THE LOOP LINE

This runs from Fresno to a junction with the main line called Famoso, eighty-seven miles south. It is the most easterly line in the valley, and reaches a rich agricultural region, but one noted chiefly as an orange belt.

SANGER—San Francisco, 221 miles. Population, 3,000.

This is a lumber town, drawing its supplies by a great flume from the mountain forests.

REEDLEY—San Francisco, 231 miles. Population, 800.

Horticulture here, vines, deciduous fruit, and oranges.

Mount Campbell district is tributary, a region of extraordinary soil, and where oranges grow to perfection.

DINUBA—Population, 1,500.

Is a center of alfalfa, vines, and fruit-trees.

EXETER—San Francisco, 267 miles. Altitude, 327. Population, 800.

LINDSAY—San Francisco, 260 miles. Altitude, 319. Population, 1,800.

A combined harvester in a Modesto oat field.
Where water makes the land, near Modesto.
Near Fresno roads are shaded by tropic trees. Here are figs.
Miles of orange groves flourish at Porterville.
A street of Fresno, center of vast vineyards and orchards.
The never failing alfalfa has a place in Fresno industries.

PORTERVILLE—San Francisco, 276 miles. Altitude, 335. Population, 2,000.

These are growing orange towns and are great producers of early oranges of highest quality, and the country tributary to them is of the best. Indeed, this promises to rival Redlands and Riverside as an orange district. Freedom from winds and frosts makes the region almost ideal.

A branch line runs from Porterville, sixteen miles, to Springville—entrance to Middle Tule Canyon—a good camping and fishing region. Stage and pack trail to Camp Nelson, sixteen miles.

Visalia and Exeter are points of departure for the great Giant Forest, the California Park Grove and the wonderful Kings River and Tehipite canyons. An electric line runs from Exeter to Lemon Cove and connects with stage line.

VISALIA—San Francisco, 249 miles. Population, 5,000.

Midway between the loop and the main line on a cross-country road which unites the two lines. It is eight miles from GOSHEN JUNCTION, and one of the oldest towns in the valley. A rich moist region, seat of government for Tulare County.

HANFORD—San Francisco, 254 miles. Population, 6,000.

This prosperous town is thirteen miles west of Goshen on the branch crossing the valley. Fruit, stock-raising, general farming, wheat, and alfalfa are all about. Three miles westerly is the thriving fruit center called ARMONA, and five miles beyond is the more important town of LEMOORE. A farther run of nineteen miles reaches HURON, fifteen miles to COALINGA, and five to the terminus at ALCALDE. Coalinga is the center of the largest oil-field in California. From Kerman, which we left near Fresno, a short line runs to Armona. A great Spanish grant is here, the Laguna de Tache, with LILLIS and HARDWICK as colony towns.

THE MAIN LINE

From Fresno southward we find within twenty-five miles, easterly, on the main line, a country rich in the products of husbandry, with centers of commerce at convenient distances. These are Malaga (the aroma of its raisins detected in the name), Fowler, Selma, and Traver, each the center of fruit and general farms. Below Goshen Junction are

TULARE—San Francisco, 251 miles. Population, 3,000.

Seat of Tulare County, and a prosperous town. Surrounding lands are rich.

Tipton, Pixley, Delano, Famoso and Oil Junction.

KERN RIVER—San Francisco, 312 miles. Altitude, 410.

This is one of the most valued irrigation rivers of San Joaquin Valley; headwaters of it are fed by glaciers of Mount Whitney.

BAKERSFIELD—San Francisco, 314 miles. Altitude, 415. Population, 15,000.

A county town, with notable courthouse, hotels, banks, theaters, churches, and business blocks. The great breadth of irrigated land about it gives assurance of future prosperity. A branch line leads to Asphalto, McKittrick, and Olig, fifty miles westerly. From Oil Junction a six-mile branch runs to Oil City.

CALIENTE—San Francisco, 336 miles. Altitude, 1,290.

Here we climb the Tehachapi Mountains. As the road winds through the most difficult part of the range, it swings around and across its own track. The famous loop is an ingenious bit of engineering.

TEHACHAPI—San Francisco, 362 miles. Altitude, 4,025.

On the summit. Grain, hay and fruit are produced and much stock.

MOJAVE—San Francisco, 382 miles. Altitude, 2,751.

Junction of Southern Pacific line into Owens Valley and through Nevada to Hazen. A large mining district is tributary.

Under irrigation, the desert responds to cultivation, as will be noted about ROSAMOND, LANCASTER, and PALMDALE. There is underlying artesian water at LANCASTER.

SAUGUS—San Francisco, 452 miles. Altitude, 1,160.

A junction point, already noted, with the line that comes up the Santa Clara Valley from the Coast Range with San Fernando and Burbank. Beyond it is Los Angeles.

Hanford, a prosperous farming town of the lower San Joaquin.
Prunes drying under California sunshine close to Hanford.
Plump pumpkins prophesying plenty to proprietors.
Sorting olives for particular customers is a California habit.
A road near Bakersfield, kept dustless by local oil.
Petroleum wells near Bakersfield in an unexhausted field.

Cibolo River, Texas

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Valencia St.
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Lawrence
SANTA CLARA
College Park
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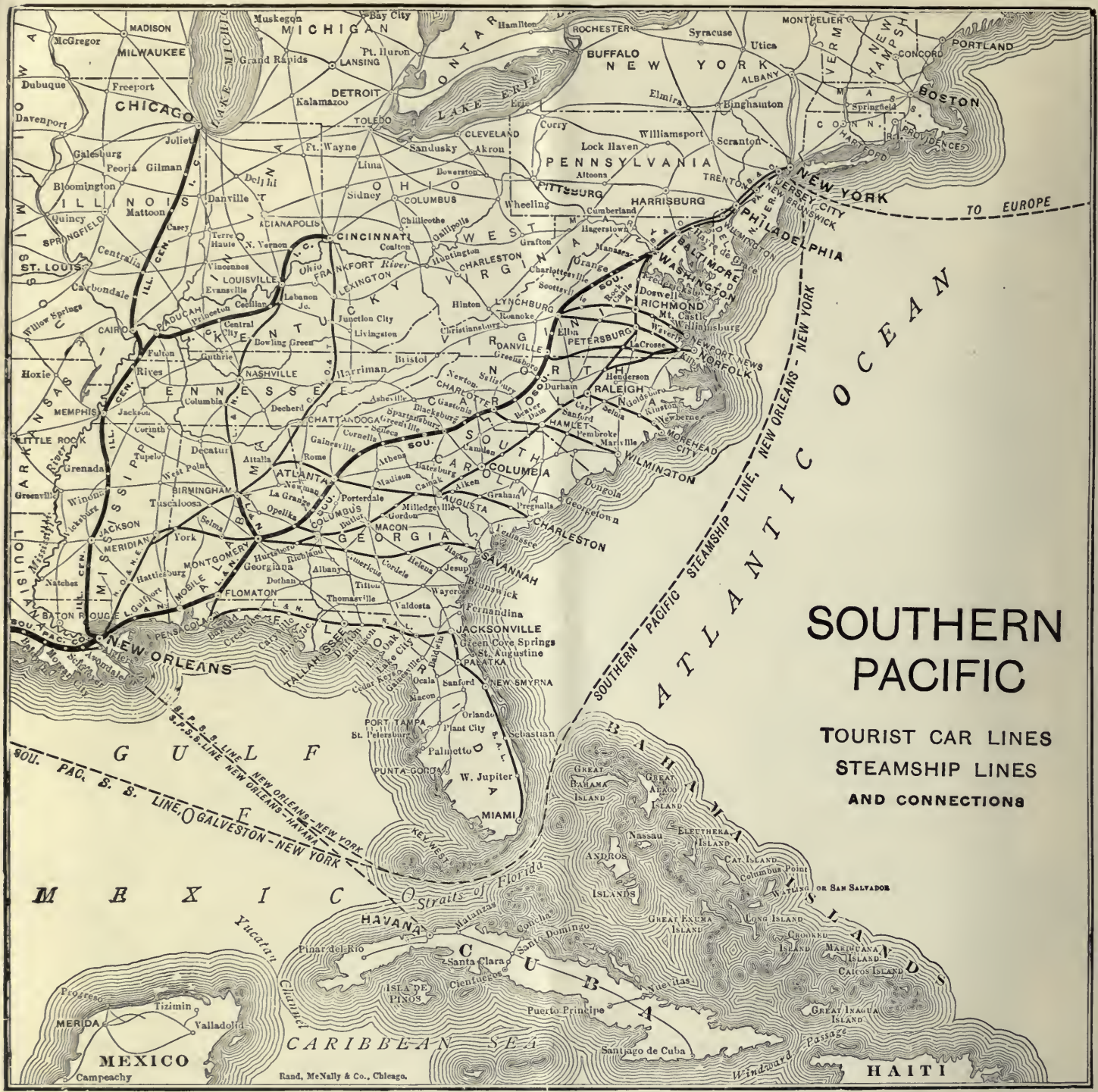

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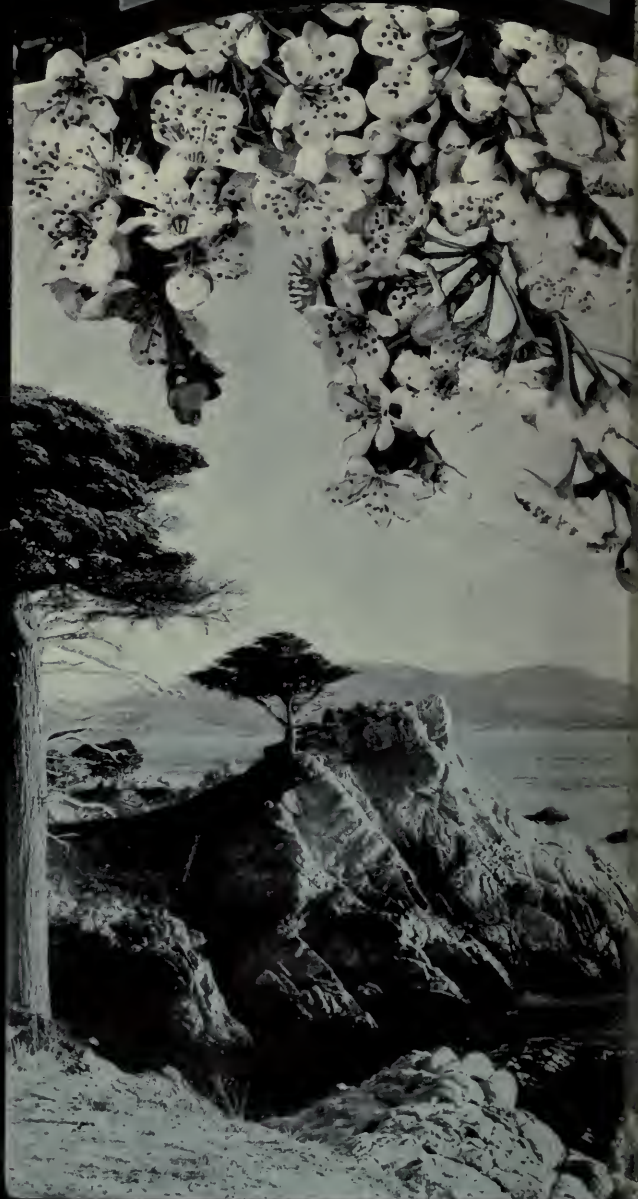

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